
**MaineDOT Locally
Coordinated Transit Plan
Region 8**

ShuttleBus

FY 2013 - 2017

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BIDDEFORD-SACO-OLD ORCHARD BEACH TRANSIT COMMITTEE SHUTTLEBUS

Description

Transit provider

Provider: Biddeford-Saco-Old Orchard Beach Transit Committee
Contact Person: Al Schutz, Executive Director
Address: 13 Pomerleau Street, Biddeford, Maine 04005
Telephone: 207-282-5408
Email: director@shuttlebus-zoom.com
Website: www.shuttlebus-zoom.com

Service

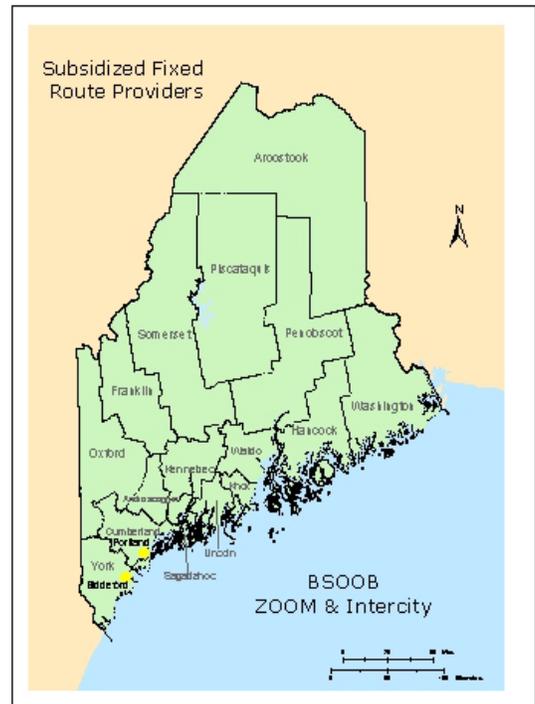
Type of Service: Flex route, intercity
Service Area: Multi-town, York and Cumberland Counties

Geographic area

ShuttleBus primarily serves the communities of Biddeford, Saco, and Old Orchard Beach, but two routes extend into Portland, and one of the two routes extends into Scarborough and South Portland.

ShuttleBus overview

The Biddeford-Saco-Old Orchard Beach Transit Committee is a quasi-municipal governmental entity that originated through inter-local agreement by the Cities of Biddeford and Saco and the Town of Old Orchard Beach. The Transit Committee was established in 1978 to provide a fixed-route, public transportation service, known as ShuttleBus, to the three municipalities. The Transit Committee consists of nine governing members—three persons appointed by each municipal council that includes one mayor or manager from each town. The Transit Committee is empowered to execute contracts, and obtain and dispense funds for the purpose of providing public transportation.



How tickets and passes are sold and documented

People riding the Tri-Town Local bus and the Intercity/Portland bus either pay cash or use a pass previously purchased at ShuttleBus' business office. Riders on the Nor'easter Express either pay a fare or show an UNE I.D. card. Riders on the Zoom Turnpike Express use a pass purchased from the driver or at the Business Office. Trolley riders pay a one dollar fare. Trips are documented manually by the drivers.

Local fares. The regular fare is \$1.25 (60 cents for persons 65 and over, persons with disabilities and individuals with a Medicare card). A monthly pass is \$25 (\$20 for senior citizens 62 + and students). Children under 5 ride free.

Portland Intercity fares. The fares are determined by zone. Single zone travel is \$1.50. Travel within two zones requires a \$3 fare. Travel within three zones requires a \$5 fare. A 10-ride pass is \$23 for two-zone riders, and \$39 for three-zone riders.

Nor'easter Express fares. The fare structure is the same as local fares outlined above. UNE students, faculty, and staff can ride ShuttleBus free by showing a valid ID (this does not apply to the ZOOM or OOB trolley services).

ZOOM fares. The regular one-way fare is \$5. A 10-ride ticket is \$39, and a monthly commuter card is \$100. Quarterly passes are available for \$260.

Financial support

Financial support is different for the various services:

- Tri-Town Local service – FTA, MaineDOT, Biddeford, Saco, Old Orchard Beach, advertising, contract stops, passes, and fares.
- Intercity/Portland Service - FTA, MaineDOT, Biddeford, Saco, Old Orchard Beach, Scarborough, advertising, passes, and fares.
- Nor'Easter Express - FTA, MaineDOT, University of New England, and fares.
- ZOOM Turnpike Express - FTA, MaineDOT, Maine Turnpike Authority, advertising, passes.
- Trolley – Fares, advertising, contract stops.

ShuttleBus passengers

Ridership varies according to service:

- Local and Intercity riders tend to be low income, seniors, and workers – basically people of all ages;
- Zoom riders tend to be higher income workers commuting to Portland;
- Nor'Easter riders are mostly students;
- Trolley riders are primarily families with children. Very few Trolley riders are elderly.

Service by Route

The importance of transit services cannot be measured simply by the number of trips.

Transit dependent individuals (including those with disabilities) require access to basic services in addition to all of the benefits their communities offer.

ShuttleBus operates five fixed route transit systems serving several communities.

- 1. Tri-town Local Route.** The Tri-town local route operates six days per week serving the Cities of Biddeford and Saco, and the Town of Old Orchard Beach with two buses. The first bus serves the three communities via Elm Street, while the second provides service via Alfred Street. The second bus operates along the same route, but in reverse order.
- 2. Trolley Service.** In the summer months, ShuttleBus runs a popular trolley service between Old Orchard Beach and Pine Point in Scarborough. During weekdays, the first trolley runs from 7:00 a.m. to 6:43 p.m., while the second trolley runs between 8:00 a.m. and 7:57 p.m. The Saturday trolley runs between 10:00 a.m. and 5:57 p.m.
- 3. Portland Intercity Service.** The Tri-Towns to Portland Intercity service, or “Portland” bus, runs daily from Biddeford to Portland with stops in Saco, Old Orchard Beach, Pine Point, Scarborough, and South Portland (primarily the Maine Mall). From June 15 to September 15, the service operates two extra runs on Sundays. The bus runs Monday through Friday from 6:25 a.m. to 10:20 p.m., on Saturday from 8:30 a.m. to 7:05 p.m., and on Sunday from 10:45 a.m. to 5:05 p.m.
- 4. UNE Nor’easter Express.** Since September 2007, ShuttleBus has operated the Nor’easter Express route between University of New England’s Hills Beach campus and downtown Biddeford/Saco. One bus serves the route seven days per week during the academic year. The bus runs Monday through Thursday from 7:30 a.m. to 9:45 p.m., on Friday from 7:30 a.m. to 11:05 p.m., on Saturday from 12:00 p.m. to 11:05 p.m., and on Sunday from 11:40 a.m. to 7:30 p.m.
- 5. ZOOM Turnpike Express.** The ZOOM Turnpike Express travels from Park & Ride lots in Biddeford and Saco, via the Maine Turnpike, to Congress Street and the University of Southern Maine, and back during morning and afternoon rush hours. The bus runs weekdays from 6:00 a.m. to 6:40 p.m.

Importance of ShuttleBus to the region and its economy

Public transit does more than ensure transit dependent individuals can move around their communities, and provide a safe alternative to using an automobile. The economy benefits on a variety of levels through residents and people visiting the community accessing local supermarkets, shopping centers, healthcare services and local neighborhood businesses.

ShuttleBus-ZOOM operates five fixed route transit services. These five services allow riders to access job sites, medical care, employment, education, shopping, and recreation facilities throughout Biddeford, Saco, and Old Orchard Beach, as well as the Greater Portland area. Both the Intercity/Portland bus and the ZOOM Turnpike Express have a transfer system that links to the METRO and South Portland Bus systems.

- **Medical providers**
 - Primecare
 - Maine Medical Center, Mercy Hospital
 - Physicians
 - Mental health facilities
 - Dental services
 - Pharmacies

- **Merchants and other vendors**
 - Biddeford Crossing
 - Five Points Shopping Plaza
 - Downtown Biddeford, Saco, Old Orchard Beach businesses
 - Downtown Portland businesses
 - Maine Mall and other business along the routes
 - Neighborhood retail services

- **Education**
 - University of New England
 - University of Southern Maine
 - Kaplan University
 - Most of the elementary, junior high and high schools within the service area.

- **Recreation**
 - Parks and trails throughout the service area
 - Area campgrounds and motels

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- Private businesses providing recreational services
- Numerous entertainment venues.

- **Employment**

- Businesses and offices along the routes in Biddeford, Saco and Old Orchard Beach
- Employment in Portland, South Portland

Accomplishments

Significant milestones for the period 2010-2012 include:

Operations

- **Contract stops.** Five-year contracts for service were renegotiated with the shops at Biddeford Crossing and Five Points Plaza. Trolley stop contract amounts were raised. New contracts were signed with PrimeCare, The Pines, and Hannaford-Biddeford.
- **Bus acquisitions.** Five used buses were federally transferred from Liberty Lines, Westchester, NY, to ShuttleBus-ZOOM, for a minimal amount.
- **Wi-Fi.** Wi-Fi was installed on the ZOOM service and is being paid for by the Maine Turnpike Authority.
- **Raises.** Employees were given a 3% raise after four years without any.
- **Trolley ridership milestone.** Trolley ridership exceeded 100,000 for the first time in history.
- **Driver incentive.** ShuttleBus has created the “Kramden award” for the driver of the year, to be presented at the annual Christmas party.
- **Narrated trolley.** The narrated trolley was launched in 2012 with the help of OOB365 and the Old Orchard Beach Historical Society.

Improved efficiencies

- **Pass security.** All passes are now numbered and standardized. This increases farebox recovery and makes the tickets more uniform and minimizes counterfeiting.
- **Radio system/cellular service.** ShuttleBus has upgraded its radio and cellular service to reduce costs and avoid changes and costly future upgrades.
- **Service rates.** The hourly service rate charged to outside agencies was raised from \$50 to \$70.
- **Bus lifts.** New mobile column lifts were purchased.
- **ZOOM pass increases.** ZOOM pass fares were increased on the monthly and quarterly passes to balance the deep discount given over the past few years.
- **Health insurance.** Health insurance costs were stabilized in 2011 with the implementation of a HRA with SH-ZOOM taking on some of the risk involved.
- **Financial management.** Financial management has been turned over to the City of Biddeford, resulting in clarified and streamlined financial reporting and greater transparency.

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- **Debt.** ShuttleBus' loan debt was acquired by the City of Biddeford, resulting in a favorable interest rate and a \$500,000 line of credit to support ShuttleBus while it moves toward financial stability.
- **Financial position.** The financial health of ShuttleBus has improved over the last two years.
- **Insurance bidding.** Bidding of insurance coverage has resulted in savings.
- **Scarborough contribution.** Scarborough has contributed financially to ShuttleBus for the first time.
- **Fuel bidding.** ShuttleBus started bidding its fuel usage with the City of Biddeford, with a resulting stabilization of fuel prices.
- **Agreement.** The marketing agreement with Rocky Coast Marketing was formalized.
- **Digital media screens.** ShuttleBus has signed a contract with Mr. Signs for digital screens in all buses to allow new marketing avenues for revenue without major exposure or outlay for equipment.
- **Trademark.** SH-ZOOM was trademarked and registered to be used and protected on all marketing materials.
- **Trolley seat plaques.** New marketing initiatives included Memorial seat plaques and customized tokens sold to Alouette, the Raging Tide and OOB365.

Service gaps

- **Geographical coverage**
 - Local – service to Volunteers of America, the Paul Hazelton House for assisted living, and the Pines.
 - Intercity – Hannaford Supermarket in Scarborough.
 - ZOOM – service to Cabela's in Scarborough; feeder service from Wells/York County Community College, Wells, and Kennebunk.
- **Time of day/weekend.** There is a need for Tri-Town - Sunday service which was discontinued due to budget constraints.
- **Clients.** There is a need for more senior transportation.
- **Service quality.** There is a need for cameras on all the buses. Some of the newest buses have cameras.

Future Priorities and Projects

The future priorities and projects shown below reflect future investments that were first identified by ShuttleBus and subsequently modified and prioritized by the public at a MaineDOT-sponsored Regional Transit Summit that was held at the York County Community Action Corporation on November 13, 2013. Attendees were provided the opportunity to add a potential project or identify an issue for consideration at any time during the meeting.

In order to ensure maximum participation, MaineDOT sent an invitational letter, an agenda, and a list of potential priorities and projects to riders, social service agencies, healthcare facilities, chambers of commerce, private businesses, other transit operators in the region, members of the general public who had previously expressed an interest in transportation issues, and area legislators. Invitees unable to attend were afforded the opportunity to e-mail MaineDOT and make comments and recommendations both prior to, and following the meeting—these comments were included when compiling the ratings for each identified project.

A representative of MaineDOT provided an outline of the purpose and need for public input in this planning process to attendees and encouraged their full participation. A representative from each transit agency in attendance provided a brief history of their services and fielded questions from attendees. A facilitator presented the provider-identified future projects to the group and invited discussion which gave them with an opportunity to add to the list of potential projects. Attendees were provided with scoring sheets and rated each project. This process was repeated for each FTA/MaineDOT funded transit agency in the region.

The results of the Regional Transit Summit are reflected in two tables on the following pages. The first table shows the number of people who identified each of the priorities/projects as very important, somewhat important, not important, and no opinion. The second table shows the percentage ranking of the various priorities and projects in priority order.

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NUMERICAL RATING OF PRIORITIES AND PROJECTS
ShuttleBus/Biddeford-Saco-Old Orchard Beach Transit Committee

Future Priorities and Potential Projects	Very Important	Somewhat Important	Little Importance	No Opinion
A. Silver Bullet Project - Service one day/week for seniors in senior housing project in Scarborough who want to go shopping.	9	12	1	1
B. ZOOM – development of feeder service from Southern Maine.	21	2	0	0
C. Sunday service – some Tri-town local Sunday service to augment intercity/Portland service.	6	10	5	2
D. Summer trolley – extension of service to downtown Biddeford and Saco.	10	10	0	3
E. Financial – achieving financial stability.	19	2	0	2
F. New building - Acquiring a new facility for maintenance, storage and office space.	8	11	3	1

PERCENTAGE RATING OF PRIORITIES AND PROJECTS
ShuttleBus/Biddeford-Saco-Old Orchard Beach Transit Committee

Future Priorities and Potential Projects	Very Important to Somewhat Important	Little Importance to No Opinion
B. ZOOM – development of feeder service from Southern Maine.	100%	--
A. Silver Bullet Project. Service one day/week for seniors in senior housing project in Scarborough who want to go shopping.	91%	9%
E. Financial – achieving financial stability.	91%	9%
D. Summer trolley – extension of service to downtown Biddeford and Saco.	87%	13%
F. New building - Acquiring a new facility for maintenance, storage and office space.	83%	17%
C. Sunday service – some Tri-town local Sunday service to augment intercity/Portland service.	70%	30%

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BSOOB		
Annual Report – Past Two Years		
	FY 2011	FY 2012
Volunteer Resources		
Volunteer Drivers	0	0
Vehicles		
Number of Active Vehicles in Fleet	17	17
Number of Inactive Vehicles in Fleet	4	4
Number of Spare Vehicles in Fleet	4	4
Number of Vehicles Disposed	1	2
Number of Vehicles Sold	1	1
Number of ADA Accessible Vehicles	17	17
Annual Operating Expenses		
Annual Transit Operating Expenses	\$1,926,166	\$2,123,714
Annual Social Services Operating Expenses	0	0
Annual Administrative Expenses		
Annual Transit Administrative Expenses	Included above	Included above
Annual Social Services Administrative Expenses	0	0
Annual Operating Revenues		
Fare Revenues	\$372,952	\$424,606
Transit Contract Revenues	\$121,341	\$150,036
Social Service Contract Revenues	0	0
FTA-Federal Operating Assistance	\$398,275	\$311,679
MaineDOT – State Operating Assistance	\$9,817	\$10,125
Local Operating Funds	\$240,000	\$345,000
Other	\$311,995	\$675,757
Total Annual Operating Revenues	\$1,454,380	\$1,917,203
FTA-Sources of Capital Funds		
FTA-Federal Capital Assistance	0	0
MaineDOT-State Capital Assistance	0	\$28,000
Local Capital Funds	0	\$8,000
Total Capital Funds	0	\$8,000
Annual Miles		
Annual Transit Miles (vehicle miles)	543,152	479,869
Annual Social Service Miles (passenger miles)	0	0

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	FY 2011	FY 2012
Annual Vehicle Hours	23,354	22,030
Annual Passenger Trips		
Annual Transit Passenger Trips	275,493	272,811
Annual Social Services Passenger Trips	0	0
Safety		
Fatalities	0	0
Major Incidents	0	0
Major Injuries	0	0

BSOOB Capital Plan 2013-2017		
Year	Project	Cost
2013	One bus mid-life overhaul	\$200,000
	Roof repair and building upgrades	\$200,000
2014	None	-
2015	None	-
2016	Mid-life overhaul on 2010 bus	\$100,000
2017	Mid-life overhauls on two 2010 buses	\$200,000

Trips, Vehicle Miles Past Two Fiscal Years				
Route	One-Way Trips		Vehicle Miles	
	FY 2011	FY 2012	FY 2011	FY 2012
Local Service (Shuttle)	108,919	100,748	193,060	105,774
Portland Intercity	29,926	33,231	134,360	134,360
UNE	12,623	11,684	15,632	39,635
ZOOM Turnpike Express	33,889	31,488	170,500	170,500
OOB Trolley service	90,136	95,660	29,600	29,600
Total	275,493	272,811	543,152	479,869

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Revenues By Passenger Fare Category Past Two Fiscal Years		
Category	FY 2011	FY 2012
Full Fare	\$178,326	\$181,205
Elderly*	\$30,958	\$31,425
Disabled	\$2,000	\$2,000
Total	\$211,284	\$214,630

*includes students

BSOOB Revenues And Expenses – Past Two Years		
	FY 2011	FY 2012
REVENUES		
State (non-capital, administered by MaineDOT)	\$80	\$30,647
Other State (e.g. Maine Department of Labor)	0	0
FTA:	0	0
X 5307 (small urban area systems)	\$19,236	\$128,798
5309 (capital assistance)	0	\$27,750
5310 (elderly, disabled)	0	0
X 5311 (rural area systems)	\$254,688	\$285,012
5316 (job access, reverse commute)	0	0
5317 (new freedom)	0	0
Passes	0	0
Fares	\$372,651	\$424,606
Advertising	\$95,340	\$115,725
Contract Revenue	\$43,201	\$72,036
Community Support	\$240,000	\$345,000
Other (incl. donations and admin overhead sales)	200,471	\$195,259
X Contract repair and fuel revenue	228,713	\$292,370
TOTAL operating revenues	\$1,454,380	\$1,917,203
EXPENSES		
Administrative Overhead	\$681,204	\$737,477
Internal Maintenance	\$327,714	\$281,510

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YCCAC Repairs	\$84,179	\$162,250
Other Repairs	\$39,521	\$66,083
Urban (Local and UNE) Service	\$443,793	\$391,141
ZOOM Service	\$125,689	\$212,679
Intercity (Portland) Service	\$144,998	\$166,270
Trolley Service	\$4,160	\$51,309
Fuel Sales	\$74,908	\$54,997
Total Expenditures	\$1,926,166	\$2,123,714
Net Revenue-Expenditure	(471,786) loss	(206,511) loss

BSOOB Budget FY 2013 and FY 2014		
	FY 2013	FY 2014
REVENUES		
Administration/Overhead	\$2,000	\$1,934
Internal Maintenance	0	0
YCCAC Repairs	\$95,250	\$180,000
Other Repairs	\$215	\$52,000
Urban (Local and UNE) Service	\$772,550	\$841,500
ZOOM Service	\$333,000	\$369,000
Intercity (Portland) Service	\$251,000	\$273,000
Trolley Service	\$165,500	\$181,000
Fuel Sales	\$92,035	\$63,000
TOTAL operating revenues	\$1,711,550	\$1,961,434
EXPENSES		
Administrative Overhead	\$423,545	\$489,125
Internal Maintenance	\$297,441	\$307,729
YCCAC Repairs	\$90,000	\$180,000
Other Repairs	\$200	\$50,000
Urban (Local and UNE) Service	\$358,504	\$385,254
ZOOM Service	\$211,905	\$207,838
Intercity (Portland) Service	\$189,622	\$201,664
Trolley Service	\$60,333	\$81,824
Fuel Sales	\$80,000	\$58,000
Total Expenditures	\$1,711,550	\$1,961,434
Net Revenue-Expenditure	0	0

MaineDOT Locally Coordinated Transit Plan - ShuttleBus

PTMS VEHICLE EVALUATION SUMMARY FORM FY 2013

AGENCY: BIDDEFORD,SACO,OOB TRANSIT COMMITEE

1	VIN	5DF232DA22JA30585	1FTNX21S84EC84721	1N9HEACLXAC084327	1N9HEACL6AC084325	5DF232DA02JA30584	1N9HEACL1AC084328
2	Fleet # and Status*	24 D	25 A	26 A	27 A	28 D	29 A
3	Vehicle Type **	31/25+2 SHDB Low-floor	F-250 Ford Pickup	TRANSIT-SDHB 37/29+2	CAR	31/25+2 SHDB Low-floor	TRANSIT-SDHB 37/29+2
4	Make, Model	Thomas SLF	Ford F250 Pickup	ELDORADO/XHF	THUNDERBIRD	Thomas SLF	ELDORADO/XHF
5	Year	2003	2004	2010	1994	2003	2010
6	Fuel Type	DIESEL	GASOLINE	DIESEL	GASOLINE	DIESEL	DIESEL
7	Fuel Use – 12 months	0	682.4	1,145.6	179.3	0	1,897.6
8	Mileage	369,332	105,374	132,639	149,828	334,865	91,686
9	12-month Mileage	0	7,630	46,946	3,901	0	25,328
10	Repair Cost - 12 months	0	\$806.31	\$6,589.65	\$504.96	00	\$5014.62
11	Repair frequency - 12 months***	0	1/2 2/2 3/0	1/6 2/5 3/0	1/1 2/1 3/0	0	1/4 2/1 3/0
12	Vehicle appearance - interior	FAIR	GOOD	GOOD	GOOD	FAIR	GOOD
	Vehicle appearance - exterior	POOR	FAIR	GOOD	GOOD	POOR	GOOD
13	ADA Accessibility:						
	Equipped/Working	manually	N/A	YES	N/A	YES	YES
	Tie Down	YES	N/A	YES	N/A	YES	YES
	Announcement System	YES	N/A	YES	N/A	YES	YES
	Signage and Stops	YES	N/A	YES	N/A	YES	YES
14	Passenger Amenities						
	Air Conditioning	YES	YES	YES	YES	YES	YES
	Working Heater	YES	YES	YES	YES	YES	YES
	Tinted Windows	YES	YES	YES	YES	YES	YES
	Padded Seats	YES	YES	YES	YES	YES	YES
15	Type of fare collection system	FAREBOX	N/A	FAREBOX	N/A	FAREBOX	FAREBOX
16	Date of Inspection	6/30/13	6/30/13	6/30/13	6/30/13	6/30/13	6/30/13
17	Inspector's Name:	CARPENTER	CARPENTER	CARPENTER	CARPENTER	CARPENTER	CARPENTER

* A (Active); I (Inactive); SP (Spare); D (Disposed); Sold (Sold)

** SHDB (Standard Heavy Duty Bus); MHDB (Medium Heavy Duty Bus); SMDB (Small Medium Duty Bus); LDB (Light Duty Bus); V (Van).

*** Repair Frequency: (1) – Routine Preventive Maintenance; (2) Minor Repairs (vehicle not taken out of service); (3) Major Repairs

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PTMS VEHICLE EVALUATION SUMMARY FORM FY 2013

AGENCY: BIDDEFORD,SACO,OOB TRANSIT COMMITEE

1	VIN	1FTSS34L19DA70377	2D8HN44E39R615695	1BAGJBPA76W100344	3FCNF53S5XJA24891	1N9HEACL8AC084326	1N9HEACL6AC084325
2	Fleet # and Status*	30 A	32 A	34 PARKED	T45 SEASONAL	Z-6 A	Z-7A
3	Vehicle Type **	VAN 13 PASS	VAN 7 PASS	SDHB-32/2 LOW FLOOR	TROLLEY 34/26+2	TRANSIT-SDHB 37/29+2	TRANSIT-SDHB 37/29+2
4	Make, Model	FORD	DODGE CARAVAN	BLUEBIRD SLF	FORD MOLLY	ELDORADO/XHF	ELDORADO/XHF
5	Year	2009	2009	2006	1999	2010	2010
6	Fuel Type	GASOLINE	GASOLINE	DIESEL	GASOLINE	DIESEL	DIESEL
7	Fuel Use – 12 months	14	290.7	0	1,921	576.8	1,685.5
8	Mileage	67,989	80,813	238,017	239,778	166,310	147,586
9	12-month Mileage	176	3,546	0	10,604	72,654	44,193
10	Repair Cost - 12 months	1027.85	982.33	763.08	\$9,296.31	\$15,067.24	\$12,065.79
11	Repair frequency - 12 months***	1/0 2/2 3/0	1/1 2/2 3/0	1/0 2/1 3/0	1/2 2/2 3/4	1/10 2/6 3/2	1/5 2/8 3/1
12	Vehicle appearance - interior	GOOD	GOOD	GOOD	FAIR	GOOD	GOOD
	Vehicle appearance - exterior	GOOD	GOOD	POOR	GOOD	GOOD	GOOD
13	ADA Accessibility:						
	Equipped/Working	N/A	N/A	YES	YES	YES	YES
	Tie Down	N/A	N/A	YES	YES	YES	YES
	Announcement System	N/A	N/A	YES	YES	YES	YES
	Signage and Stops	N/A	N/A	YES	YES	YES	YES
14	Passenger Amenities						
	Air Conditioning	YES	YES	YES	YES	YES	YES
	Working Heater	YES	YES	YES	YES	YES	YES
	Tinted Windows	YES	YES	YES	YES	YES	YES
	Padded Seats	YES	YES	YES	YES	YES	YES
15	Type of fare collection system	N/A	N/A	FAREBOX	FAREBOX	FAREBOX	FAREBOX
16	Date of Inspection	6/30/13	6/30/13	6/30/13	6/30/13	6/30/13	6/30/13
17	Inspector's Name:	CARPENTER	CARPENTER	CARPENTER	CARPENTER	CARPENTER	CARPENTER

* A (Active); I (Inactive); SP (Spare); D (Disposed); Sold (Sold)

** SHDB (Standard Heavy Duty Bus); MHDB (Medium Heavy Duty Bus); SMDB (Small Medium Duty Bus); LDB (Light Duty Bus); V (Van).

*** Repair Frequency: (1) – Routine Preventive Maintenance; (2) Minor Repairs (vehicle not taken out of service); (3) Major Repairs

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PTMS VEHICLE EVALUATION SUMMARY FORM FY 2013

AGENCY: BIDDEFORD,SACO,OOB TRANSIT COMMITEE

1	VIN	2D9P21328Y1070547	2D9P2132XY1070548	2D9P21321Y1070549	2D9P21328Y1070550	2D9P21321Y1070552	2D9P2131XY1070551
2	Fleet # and Status*	2001/SEASONAL	2002/SEASONAL	2003/SEASONAL	2004/SEASONAL	2005/SEASONAL	2006/SEASONAL
3	Vehicle Type **	TROLLEY 31/2					
4	Make, Model	DUPONT	DUPONT	DUPONT	DUPONT	DUPONT	DUPONT
5	Year	2000	2000	2000	2000	2000	2000
6	Fuel Type	DIESEL	DIESEL	DIESEL	DIESEL	DIESEL	DIESEL
7	Fuel Use – 12 months	651.3	576.3	1192.	1335.9	1682.8	1247
8	Mileage	143,996	138,756	152944	188,024	153,232	177,640
9	12-month Mileage	3,580	3,064	9,194	7,531	774	5,395
10	Repair Cost - 12 months	\$3200.51	\$7482.99	\$3616.39	\$1745.04	\$2463.28	\$9214.75
11	Repair frequency - 12 months***	1/1 2/4 3/0	1/1 2/2 3/1	1/2 2/4 3/0	1/1 2/2 3/0	1/1 2/2 3/0	1/1 2/5 3/1
12	Vehicle appearance - interior	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
	Vehicle appearance - exterior	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
13	ADA Accessibility:						
	Equipped/Working	YES	YES	YES	YES	YES	YES
	Tie Down	YES	YES	YES	YES	YES	YES
	Announcement System	YES	YES	YES	YES	YES	YES
	Signage and Stops	YES	YES	YES	YES	YES	YES
14	Passenger Amenities						
	Air Conditioning	YES	YES	YES	YES	YES	YES
	Working Heater	YES	YES	YES	YES	YES	YES
	Tinted Windows	YES	YES	YES	YES	YES	YES
	Padded Seats	NO	NO	NO	NO	NO	NO
15	Type of fare collection system	FAREBOX	FAREBOX	FAREBOX	FAREBOX	FAREBOX	FAREBOX
16	Date of Inspection	6/30/13	6/30/13	6/30/13	6/30/13	6/30/13	6/30/13
17	Inspector's Name:	CARPENTER	CARPENTER	CARPENTER	CARPENTER	CARPENTER	CARPENTER

* A (Active); I (Inactive); SP (Spare); D (Disposed); Sold (Sold)

** SHDB (Standard Heavy Duty Bus); MHDB (Medium Heavy Duty Bus); SMDB (Small Medium Duty Bus); LDB (Light Duty Bus); V (Van).

*** Repair Frequency: (1) – Routine Preventive Maintenance; (2) Minor Repairs (vehicle not taken out of service); (3) Major Repairs

MaineDOT Locally Coordinated Transit Plan - ShuttleBus

PTMS VEHICLE EVALUATION SUMMARY FORM FY 2013

AGENCY: BIDDEFORD,SACO,OOB TRANSIT COMMITEE

1	VIN	1VHAC3M2426501857	1VHAC3M2226501923	1VHAC3M2726501917	1VHAC3M2926501918	1VHAH6G2186502732	
2	Fleet # and Status*	101 A/SP	111 A/SP	105 A/SP	106 A/SP	829 A/SP	
3	Vehicle Type **	SHDB-TRANSIT	SHDB-TRANSIT	SHDB-TRANSIT	SHDB-TRANSIT	SHDB-COACH	
4	Make, Model	ORION V 29/2	ORION V 29/2	ORION V 29/2	ORION V 29/2	ORION V 45/2	
5	Year	2002	2002	2002	2002	2008	
6	Fuel Type	DIESEL	DIESEL	DIESEL	DIESEL	DIESEL	
7	Fuel Use – 12 months	4159.2	6718	5470.6	2563.9		
8	Mileage	312,205	141,625	258,091	271,389	129,499	
9	12-month Mileage	21,913	32,799	26,484	33,653	50,607	
10	Repair Cost - 12 months	\$5,865.15	\$10,572.86	\$8,515.72	\$16,428.62	\$12,510.38	
11	Repair frequency - 12 months***	1/1 2/7 3/0	1/4 2/8 3/1	1/3 2/10 3/2	1/4 2/13 3/2	1/5 2/5 3/2	
12	Vehicle appearance - interior	GOOD	GOOD	GOOD	GOOD	GOOD	
	Vehicle appearance - exterior	GOOD	GOOD	GOOD	GOOD	GOOD	
13	ADA Accessibility:	YES	YES	YES	YES	YES	
	Equipped/Working	YES	YES	YES	YES	YES	
	Tie Down	YES	YES	YES	YES	YES	
	Announcement System	YES	YES	YES	YES	YES	
	Signage and Stops	YES	YES	YES	YES	YES	
14	Passenger Amenities	YES	YES	YES	YES	YES	
	Air Conditioning	YES	YES	YES	YES	YES	
	Working Heater	YES	YES	YES	YES	YES	
	Tinted Windows	YES	YES	YES	YES	YES	
	Padded Seats	YES	YES	YES	YES	YES	
15	Type of fare collection system	FAREBOX	FAREBOX	FAREBOX	FAREBOX	FAREBOX	
16	Date of Inspection	6/30/13	6/30/13	6/30/13	6/30/13	6/30/13	
17	Inspector's Name:	CARPENTER	CARPENTER	CARPENTER	CARPENTER	CARPENTER	

* A (Active); I (Inactive); SP (Spare); D (Disposed); Sold (Sold)

** SHDB (Standard Heavy Duty Bus); MHDB (Medium Heavy Duty Bus); SMDB (Small Medium Duty Bus); LDB (Light Duty Bus); V (Van).

*** Repair Frequency: (1) – Routine Preventive Maintenance; (2) Minor Repairs (vehicle not taken out of service); (3) Major Repairs

Appendix

Surveys and Studies

The Portland Area Comprehensive Transportation Study (PACTS) conducted an on-off study in 2011.